

## Commercial.

## THIS DAY.

Business is very quiet in the Share Market this morning, the only item we have to chronicle being a reported sale of China Sugars at the reduced rate of \$140 per share.

4 o'clock p.m.

Since noon Luzons have changed hands at \$77 per share for the end of December. There are small buyers of China Sugars at quotation, and Steamboats are in demand at 48 per cent. premium. Nothing in other stocks requires special comment.

## SHARES.

Hongkong and Shanghai Bank... 187 per cent. premium, sellers.  
Union Insurance Society of Canton—\$650 per share.  
China Traders' Insurance Company—\$82 per share.  
North China Insurance—Tls. 1,350 per share.  
Canton Insurance Company, Limited—\$105 per share, buyers.  
Yangtze Insurance Association—Tls. 1040 per share.  
Chinese Insurance Company—\$220 per share, sellers.  
On Tai Insurance Company, Limited—Tls. 150 per share.  
Hongkong Fire Insurance Company—\$347 per share, buyers.  
China Fire Insurance Company—\$368 per share, buyers.  
Hongkong and Whampoa Dock Company—57 per cent. premium, buyers.  
Hongkong, Canton, and Macao Steamboat Co.—\$48 per share, premium, buyers.  
China and Manila Steam Ship Company—118 per share, buyers.

Hongkong Gas Company—\$80 per share.  
Hongkong Hotel Company—\$160 per share, buyers.  
Indo-China Steam Navigation Company, Limited—171 per cent. dis., sellers.  
China Sugar Refining Company, Limited—\$140 per share, sale and small buyers.  
China Sugar Refining Company (Debtors)—2 per cent. premium.  
Luzon Sugar Refining Company, Limited—\$74 per share.  
Hongkong Ice Company—\$160 per share, sellers.

Hongkong and China Bakery Company, Limited—\$80 per share, buyers.  
Chinese Imperial Loan of 1878—14 per cent. prem. ex. int.  
Chinese Imperial Loan of 1881—2 per cent. prem.

## EXCHANGE.

ON LONDON.—Bank, T. T. 3/7 1/2  
Bank Bills, on demand 3/7 1/2  
Bank Bills, at 30 days sight 3/7 1/2  
Bank Bills, at 4 months sight 3/8 1/2  
Credits, at 4 months sight 3/8 1/2  
Documentary Bills, at months 3/8 1/2  
sight 3/8 1/2  
ON PARIS.—Bank, T. T. 46 1/2  
Credits, at 4 months sight 47 1/2  
ON BOMBAY.—Bank, T. T. 22 1/2  
ON CALCUTTA.—Bank, T. T. 22 1/2  
ON SHANGHAI.—Bank, T. T. 72 1/2  
Private, 30 days sight 73 1/2

## OPIUM MARKET.—THIS DAY.

NEW MALWA.....per picul, \$535  
(Allowance, Tals 60)  
OLD MALWA.....per picul, \$575  
(Allowance, Tals 88)  
NEW PATNA, high touch (without choice) per chest.....\$587 1/2  
NEW PATNA, high touch (first choice) per chest.....\$590  
NEW PATNA, high touch (bottom) per chest.....\$592 1/2  
NEW PATNA, high touch (second choice) per chest.....\$585  
NEW PATNA, low touch (without choice) per chest.....\$585  
NEW PATNA, low touch (first choice) per chest.....\$587 1/2  
NEW PATNA, low touch (bottom) per chest.....\$590  
NEW PATNA, low touch (second choice) per chest.....\$582 1/2  
NEW BENARES, high touch (without choice) per chest.....\$557 1/2  
NEW BENARES, high touch (bottom) per chest.....\$560  
NEW PERSIAN (best quality) per picul.....\$540  
OLD PERSIAN (best quality) per picul.....\$540  
OLD PERSIAN (second quality) per picul.....\$535

## HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co's Register.)  
Barometer—1 P.M. 29.95  
Barometer—4 P.M. 29.90  
Thermometer—1 P.M. 79  
Thermometer—4 P.M. 78  
Thermometer—7 P.M. (Wet bulb) 74  
Thermometer—10 P.M. (Wet bulb) 74  
Barometer—1 A.M. 29.95  
Barometer—4 A.M. 29.90  
Thermometer—1 A.M. 79  
Thermometer—4 A.M. 78  
Thermometer—7 A.M. (Wet bulb) 74  
Thermometer—10 A.M. (Wet bulb) 74  
Barometer—Minimum (over night) 29.85

## CHINA COAST METEOROLOGICAL REGISTER.

## THIS DAY'S TELEGRAMS.

Barometer.	Hongkong.	Amoy.	Shanghai.	Manila.
Barometer—1 P.M.	29.95	29.90	29.95	29.90
Barometer—4 P.M.	29.90	29.85	29.90	29.85
Thermometer—1 P.M.	79	78	79	78
Thermometer—4 P.M.	78	77	78	77
Thermometer—7 P.M. (Wet bulb)	74	73	74	73
Thermometer—10 P.M. (Wet bulb)	74	73	74	73
Barometer—1 A.M.	29.95	29.90	29.95	29.90
Barometer—4 A.M.	29.90	29.85	29.90	29.85
Thermometer—1 A.M.	79	78	79	78
Thermometer—4 A.M.	78	77	78	77
Thermometer—7 A.M. (Wet bulb)	74	73	74	73
Thermometer—10 A.M. (Wet bulb)	74	73	74	73

Barometer, level of the sea in fathoms, and wind direction. Thermometer, in Fahrenheit degrees and wind force in the open air in a shaded situation. Direction of Wind, is registered every two points, N., N.E., E., S.E., S., S.W., W., W.N.W., N.W., and N. by E. Force of Wind, is registered every two points, 1 to 12, 13 to 16, 17 to 20, 21 to 24, 25 to 28, 29 to 32, 33 to 36, 37 to 40, 41 to 44, 45 to 48, 49 to 52, 53 to 56, 57 to 60, 61 to 64, 65 to 68, 69 to 72, 73 to 76, 77 to 80, 81 to 84, 85 to 88, 89 to 92, 93 to 96, 97 to 100, 101 to 104, 105 to 108, 109 to 112, 113 to 116, 117 to 120, 121 to 124, 125 to 128, 129 to 132, 133 to 136, 137 to 140, 141 to 144, 145 to 148, 149 to 152, 153 to 156, 157 to 160, 161 to 164, 165 to 168, 169 to 172, 173 to 176, 177 to 180, 181 to 184, 185 to 188, 189 to 192, 193 to 196, 197 to 200, 201 to 204, 205 to 208, 209 to 212, 213 to 216, 217 to 220, 221 to 224, 225 to 228, 229 to 232, 233 to 236, 237 to 240, 241 to 244, 245 to 248, 249 to 252, 253 to 256, 257 to 260, 261 to 264, 265 to 268, 269 to 272, 273 to 276, 277 to 280, 281 to 284, 285 to 288, 289 to 292, 293 to 296, 297 to 300, 301 to 304, 305 to 308, 309 to 312, 313 to 316, 317 to 320, 321 to 324, 325 to 328, 329 to 332, 333 to 336, 337 to 340, 341 to 344, 345 to 348, 349 to 352, 353 to 356, 357 to 360, 361 to 364, 365 to 368, 369 to 372, 373 to 376, 377 to 380, 381 to 384, 385 to 388, 389 to 392, 393 to 396, 397 to 400, 401 to 404, 405 to 408, 409 to 412, 413 to 416, 417 to 420, 421 to 424, 425 to 428, 429 to 432, 433 to 436, 437 to 440, 441 to 444, 445 to 448, 449 to 452, 453 to 456, 457 to 460, 461 to 464, 465 to 468, 469 to 472, 473 to 476, 477 to 480, 481 to 484, 485 to 488, 489 to 492, 493 to 496, 497 to 500, 501 to 504, 505 to 508, 509 to 512, 513 to 516, 517 to 520, 521 to 524, 525 to 528, 529 to 532, 533 to 536, 537 to 540, 541 to 544, 545 to 548, 549 to 552, 553 to 556, 557 to 560, 561 to 564, 565 to 568, 569 to 572, 573 to 576, 577 to 580, 581 to 584, 585 to 588, 589 to 592, 593 to 596, 597 to 600, 601 to 604, 605 to 608, 609 to 612, 613 to 616, 617 to 620, 621 to 624, 625 to 628, 629 to 632, 633 to 636, 637 to 640, 641 to 644, 645 to 648, 649 to 652, 653 to 656, 657 to 660, 661 to 664, 665 to 668, 669 to 672, 673 to 676, 677 to 680, 681 to 684, 685 to 688, 689 to 692, 693 to 696, 697 to 700, 701 to 704, 705 to 708, 709 to 712, 713 to 716, 717 to 720, 721 to 724, 725 to 728, 729 to 732, 733 to 736, 737 to 740, 741 to 744, 745 to 748, 749 to 752, 753 to 756, 757 to 760, 761 to 764, 765 to 768, 769 to 772, 773 to 776, 777 to 780, 781 to 784, 785 to 788, 789 to 792, 793 to 796, 797 to 800, 801 to 804, 805 to 808, 809 to 812, 813 to 816, 817 to 820, 821 to 824, 825 to 828, 829 to 832, 833 to 836, 837 to 840, 841 to 844, 845 to 848, 849 to 852, 853 to 856, 857 to 860, 861 to 864, 865 to 868, 869 to 872, 873 to 876, 877 to 880, 881 to 884, 885 to 888, 889 to 892, 893 to 896, 897 to 900, 901 to 904, 905 to 908, 909 to 912, 913 to 916, 917 to 920, 921 to 924, 925 to 928, 929 to 932, 933 to 936, 937 to 940, 941 to 944, 945 to 948, 949 to 952, 953 to 956, 957 to 960, 961 to 964, 965 to 968, 969 to 972, 973 to 976, 977 to 980, 981 to 984, 985 to 988, 989 to 992, 993 to 996, 997 to 1000.

## Shipping.

## ARRIVALS.

TOO-NAN, Chinese str., 1,262, R. C. Marjden, 15th September, Singapore 9th September, General.—C. M. S. N. Co.  
EUROPE, French steamer, 1,295, Vallader, 15th September, Marseilles, and Saigon 11th September, General.—Adamson, Bell & Co.  
CANTON, British steamer, 1,096, Jaques, 15th September, Saigon 12th September, Rice and General.—Tung Kee.  
PING-ON, British steamer, 575, A. A. McCaslin, 15th September, Pakhoi 12th September, and Hoihow 14th, General.—Russell & Co.  
THALES, British steamer, 820, T. G. Pocock, 15th September, Kudat, and Sandakan 10th September, Firewood and General.—D. Laprak & Co.  
ELIZABETH, British ship, 400, S. James, 15th Sept., Newchwang 1st Sept., Beans.—Chinese.  
CHARLES BAL, British ship, 1,431, W. J. Watson, 16th September, Cardiff 6th May, Coals.—P. & O. S. N. Co.  
ESMERALDA, British steamer, 395, J. Wright, 16th September, Manila 13th September, General.—Russell & Co.  
CONCORDIA, German 3-m. schooner, 474, H. Ruster, 16th September, Nagasaki 31st August, Coals.—Siemens & Co.  
SCHWAN, German brig, 276, Schroder, 16th Sept., Nagasaki 27th August, Coals.—Siemens & Co.  
FU-YEW, Chinese steamer, 920, Croad, 16th September, Shanghai 13th Sept., General.—C. M. S. N. Co.  
MOUNT LEBANON, British bark, 436, Chas. H. Nelson, 16th September, Newchwang 18th August, Beans.—Kwong Ching.  
MARORETH, German bark, 358, J.essen, 16th September, Chefoo 23rd August, Beans.—Wiel & Co.  
PATROCLUS, British steamer, 1,650, R. M. Brown, 16th September, Liverpool 2nd August, and Singapore 10th Sept., General.—Butterfield & Swire.  
SUZ, British steamer, 1,390, Geo. Ainslie, 16th Sept., Foochow 14th Sept., General.—Russell & Co.  
WHAMPOA, British steamer, 1,109, J. E. Williams, 17th Sept., Melbourne 15th August, Newcastle, Sydney, Townsville, Cooktown, Thursday Island, and Port Darwin 7th Sept., General.—Butterfield & Swire.  
POLYHYMNIA, German str., 1,065, R. Bohme, 17th September, Singapore 11th Sept., General.—Siemens & Co.  
DIAMANTE, British steamer, 514, R. F. Cullen, 17th Sept., Amoy 15th September, Bricks.—Russell & Co.

## CLEARANCES AT THE HARBOUR OFFICE.

Hansa, German bark, for Newchwang.  
Saturnus, German bark, for Chefoo.  
Europa, French steamer, for Shanghai.  
Hailong, British steamer, for Amoy.  
Anna, German bark, for Newchwang.  
Kajantianahar, British str., for Swatow, & Velocity, British steamer, for Newchwang.

## DEPARTURES.

September 15, Albatross, German str., for Canton.  
September 16, Greyhound, British steamer, for Hoihow.  
September 16, Minnamur, British steamer, for Foochow.  
September 16, Minnamur, British steamer, for Swatow.  
September 16, Compta, Dutch str., for Amoy.  
September 16, Kumamoto Maru, Japanese str., for Nagasaki.  
September 16, Ningpo, British str., for Shanghai.  
September 16, Atlanta, German steamer, for Saigon.  
September 16, Erikonig, German bark, for Newchwang.  
September 16, Fu-yew, Chinese str., for Canton.  
September 16, Goodall, American bark, for New York.  
September 17, Mount Lebanon, British bark, for Whampoa.  
September 17, Esmeralda, British steamer, for Amoy.  
September 17, Hailong, British steamer, for Amoy.  
September 17, Sumatra, British steamer, for Straits and Hombay.

## PASSENGERS—ARRIVED.

Per *Patroclus*, str., from Liverpool, &c.—Mrs. Chan, Mr. W. S. Stubbling, and 94 Chinese.  
Per *Europa*, str., from Marseilles, &c.—Mr. R. Macray, and 12 Chinese.  
Per *Canton*, str., from Saigon.—The Misses and Master Kennedy Edwards, and 59 Chinese.  
Per *Esmeralda*, str., from Manila.—147 Chinese.  
Per *Thales*, str., from Kudat, &c.—Messrs. F. Rickards, W. Parsons, and G. Babstock (Naval invalids), and 114 Chinese.  
Per *Ping-on*, str., from Pakhoi, &c.—50 Chinese.  
Per *Polyhymnia*, str., from Singapore.—Messrs. Bramann and Attenroth, and 64 Chinese.  
Per *Whampoa*, str., from Melbourne, &c.—19 Chinese, and 3 Malays.

## REPORTS.

The British steamship *Canton* reports left Saigon on the 12th instant. Had fine weather and light winds throughout.  
The British steamship *Patroclus* reports left Liverpool on the 2nd ultimo, and Singapore on the 10th instant. Had fine weather.  
The Chinese steamship *Fu-yew* reports left Shanghai on the 13th instant. Had overcast weather with fresh N.W. winds throughout.  
The Chinese steamship *Toon-an* reports left Singapore on the 6th instant. Had light winds and fine weather with smooth sea throughout.  
The German brig *Schwan* reports left Nagasaki on the 27th ultimo. From 27th ultimo to 9th instant had S. Westly winds and fine weather. On the 10th had N.E. winds and fine weather. On the 12th to 16th had East wind.  
The British ship *Charles Bal* reports left Cardiff on the 6th May. Had usual weather round the Cape, with much rain and steady S.W. winds up the China Sea. Was in Straits of Sunda on the 26th and 27th ultimo, when a terrible volcano burst out from Krakatoa.  
The British steamship *Thales* reports left Sandakan on the 10th instant. Had light N.W. wind and fine weather to Balabac Island; from thence to port experienced light W.S.W. winds and fine weather with S.W. swell.—H.M.S. *Maggie* left Sandakan same day to complete survey.  
The British steamship *Ping-on* reports left Pakhoi on the 12th instant; arrived at Hoihow on the 13th, and left again on the 14th. Had fine clear weather to St. John's Island; from there had thick and rainy weather to Macao; arrived in Macao on the 15th, and left again the same day. Arrived in Hongkong on 16 p.m.  
The British steamship *Whampoa* reports left Melbourne for Hongkong on the 15th ultimo; calling at Newcastle, Sydney, Townsville, Cooktown, Thursday Island, and Port Darwin on the 7th instant at 6 a.m. Experienced light S.E. winds and fine weather to latitude 14° N., from thence to port had light Northerly winds, and squally weather. Arrived in Hongkong on the 17th at 8 a.m.

## SHIPPING IN HONGKONG.

## STEAMERS.

AMOV, British steamer, 814, C. Herrmann, 21st August, Canton 20th August, General.—Siemens & Co.  
ANTON, German steamer, 395, Schroder, 2nd September, Manila 30th August, General.—Wiel & Co.  
BENARY, British steamer, 1,119, Le Bottillier, 3rd September, Saigon 31st August, Rice.—Cobb, Livingston & Co.  
BELLON, German steamer, 780, W. Schaefer, 11th September, Saigon 6th Sept., General.—Soey Sing.  
CAMBODIA, British steamer, 1,066, Wildgoose, 12th September, Singapore 5th September, General.—Russell & Co.  
CITY OF TOKIO, American steamer, 3,821, J. Maury, 14th September, San Francisco 18th August, and Yokohama 8th September, Mails and General.—P. M. S. S. Co.  
CLAYMORE, British steamer, 1,760, Gulland, 12th September, Nagasaki 7th Sept., Coals.—Turner & Co.  
CRUSADER, British steamer, 647, T. Rowin, 30th August, Saigon 25th August, General.—Arnold, Karberg & Co.  
DUBURG, German steamer, 921, Schultz, 15th September, Swatow 14th Sept., General.—Bin Hin & Co.  
EMUV, Spanish steamer, 410, Rementeria, 30th June, Manila 27th June, General.—Remedios & Co.—Kowloon Dock.  
FAME, British steamer, 117 (Stopani)—Hongkong and Whampoa Dock Co.  
GRAVINA, Spanish steamer, 398, Echevaria, 12th Sept., Manila 8th Sept., Ballast.—Remedios & Co.  
HAINAN, British steamer, 281, J. Woone, 31st August, Haiphong 29th August, General.—Along.  
IPHIGENIA, German steamer, 1,059, F. Ahrens, 12th September, Saigon 7th September, Rice.—Siemens & Co.  
KWONGSANG, British steamer, 988, St. Croix, 10th Sept., Shanghai 7th Sept., General.—Jardine, Matheson & Co.  
KWANGTUNG, British steamer, 680, J. C. Abbott, 15th September, Foochow 12th September, Amoy 13th, and Swatow 14th, General.—D. Laprak & Co.  
LI YUNG, Annamite steamer, 150, Chuan, 19th June, Touran 15th June, General.—Chinese.  
NAPLES, British steamer, 1,473, Geo. Willis, 12th Sept., Sydney 10th August, and Port Darwin 1st Sept., Coals.—Geo. R. Stevens & Co.  
NAHMA, British steamer, 862, Geo. Westoby, 11th September, Foochow 11th Sept., Amoy 8th, and Swatow 10th, General.—D. Laprak & Co.  
OLYMPIA, German steamer, 783, E. Christiansen, 6th September, Saigon 1st September, Rice.—Siemens & Co.  
RAJANATTANAHAR, British steamer, 793, W. T. Hunter, 8th September, Bangkok 31st August, General.—Yuen Fat Hong.  
SALTRE, French steamer, 325, H. V. Angerung, 14th September, Haiphong 11th Sept., and Hoihow 13th, General.—A. R. Marty.  
SIN YUE, Chinese str., 47, H. V. Viciem, 30th July, Taiwan 24th July, Ballast.—Captain.  
VORWARTS, German steamer, 611, Boysen, 15th September, Kwang Gay, and Hoihow 4th September, General.—Wiel & Co.

## SAILING VESSELS.

ANNA, German bark, 447, W. J.essen, 20th Aug., Newchwang 12th July, Beans.—Wiel & Co.  
ANTON GUNTHER, German bark, 441, F. Steinbrugge, 6th August, Touran 31st July, Coal.—Melchers & Co.  
BONITO, German bark, 527, H. Haase, 28th August, Newchwang 16th August, Beans.—Wiel & Co.  
CHANDERNAGOR, German bark, 683, Sachse, 19th June, Touran 14th June, Coals.—F. Blackhead & Co.  
CHOCUA, American ship, 1,163, Locke, 30th July, Hio 3rd May Ballast.—Master.—Aberdeen Dock.  
CITADEL, British bark, 264, Morrison, 9th September, Whampoa 8th Sept., General.—"Man Yuen Loong."  
ELSE, German brig, 287, Brinckmeier, 25th August, Hio 5th August, Sapanwood.—Captain.  
GREYHOUND, British brig, 231, Prescott, 9th August, Albany, W.A., 16th June, Wood.—Gillman & Co.  
HANSA, German bark, 499, L. O. Deneken, 21st August, Hamburg 14th April, General.—Wiel & Co.  
HELEN, Swedish 3-m. schooner, 199, H. O. Berggren, 11th August, Port Natal 13th July, Ballast.—Turner & Co.  
HENG SENG, Siamese bark, 316, W. H. H. Reynolds, 24th August, Bangkok 10th August, General.—Chinese.  
H. W. DUDLEY, American bark, 1,083, D. W. Dudley, 1st Sept., Nagasaki 23rd August, Coal.—Captain.  
J. A. BORDLAND, American bark, 635, Y. A. Kent, 8th September, Newcastle 6th July, Coal.—Russell & Co.  
KILRENA, British bark, 795, H. Wallace, 11th Sept., Hamburg 11th April, General.—Siemens & Co.  
LOUISA, German 3-m. sch., 245, Schlerloch, 2nd Jan., Whampoa 31st Dec., General.—Captain.  
MAOIC, British schooner, 214, White, 20th Aug., Newchwang 25th July, Beans.—Order.  
MARIE, German bark, 455, Ilyand, 20th August, Newchwang 17th July, Beans.—Wiel & Co.  
MARIE, German bark, 430, Thomaschewsky, 27th August, Swatow August 10th, Ballast.—Captain.  
MYVANTY, British barkentine, 162, James Vincent, 23rd August, Port Natal 21st June, Ballast.—Turner & Co.  
PAUL JONES, American ship, 1,205, E. A. Gerich, 8th September, Shanghai 30th August, Ballast.—Russell & Co.  
ROBERT DIXON, American ship, 1,368, O. C. Young, 23rd August, Cardiff 23rd April, Coal.—Russell & Co.  
SATURNUS, German bark, 608, Schade, 7th September, Whampoa 6th Sept., General.—Siemens & Co.  
SIAMSE CROWN, Siamese ship, 537, C. L. Jorgensen, 22nd August, Awin 6th August, General.—Kin Toy Loong.  
SILVER EAGLE, British bark, 908, S. Richards, 31st August, London 9th May, General.—Wiel & Co.  
SOUTHAQ, American bark, 1,004, F. D. Walda, 2nd August, Newcastle, N.S.W., 7th June, Coal.—Adamson, Bell & Co.  
SOUTHERN CROSS, American ship, 1,086, G. A. Fladell, 18th August, New York 14th April, Coal.—Russell & Co.  
SPARTAN, American schooner, 85, Ch. Vincent, 26th July, from Chungchow.—W. H. Ray.  
ST. IDRUC, French bark, 388, J. Durand, 29th August, Newchwang 16th August, General.—Carlowitz & Co.  
STILLMAN D. ALLEN, American bark, 567, W. S. Eldridge, 28th August, Honolulu 31st July, Oil and Coal.—Russell & Co.  
STARLIGHT, Siamese bark, 570, Muller, 26th August, Bangkok 11th August, General.—"C. & Co."  
S. S. RIDEWAY, American bark, 633, H. S. Towns, 12th Sept., Bangkok 21st August, General.—Chinese.

## HONGKONG—SAILING VESSELS.

## Continued.

TETUAN, British bark, 438, S. Hyde, 9th Sept., Newchwang 17th August, Beans.—Wiel & Co.  
THREE BROTHERS, British bark, 366, Kahicke, 1st Sept., Quinhon 25th August, General.—Ec-Tye Hong.  
TWILIGHT, American ship, 1,265, W. C. Warland, 8th June, Newcastle, N.S.W., 14th April, Coal.—Adamson, Bell & Co.  
VELOCITY, British bark, 490, R. Martin, 27th August, Chefoo 11th August, General.—Puster & Co.  
WRECKER, American lorch, 55, Henderson, 16th July, Guap Island 1st June, General.—Blackhead & Co.  
VICTOR, British bark, 402, J. D. Forbes, 13th Sept., Freemantle 1st Aug., Sandalwood.—Siemens & Co.  
YOUNG SIAM, Siamese bark, 701, W. Saxtorph, 12th Sept., Bangkok 27th August, General.—Captain.  
ZOUAVE, American ship, 1,202, Robert C. Loper, 3rd August, Cardiff 4th April, Coals.—P. & O. S. N. Co.

## CANTON.

ALWINE, German steamer, 400, Thiessen, 13th Sept., Newchwang 4th Sept., Beans.—Wiel & Co.  
PEKING, British steamer, 954, Heuermann, 12th Sept., Shanghai 9th Sept., General.—Siemens & Co.

## RIVER STEAMERS.

Hankow, British steamer, 2,335, Ogston.—Butterfield & Swire.  
Ho-nam, British steamer, 1,377, T. Benning—Hongkong, Canton, & Macao Steamboat Co.  
Kiang-ping, Chinese steamer, 360, Holmes.—M. S. N. Co.  
Klu-kiang, British steamer, 617, G. B. Lefavor, Hongkong, Canton, & Macao Steamboat Co.  
Klung-chow, British steamer, 139, Goggin—Hongkong, Canton, & Macao Steamboat Co.  
Powan, British steamer, 1,890—Hongkong, Canton, & Macao Steamboat Co.  
White Cloud, British steamer, 527, A. Benning—Hongkong, Canton, & Macao Steamboat Co.

Yot-sai, British steamer, 180, Hoyland.—Hongkong, Canton, & Macao Steamboat Co.

## AMOV.

In Port on 7th September, 1883.  
Amoy, German schooner, 314 (Thietzen)—H. A. Petersen & Co.  
Anna Dorothea, British bark, 343 (Jensen)—Fasdag & Co.  
Annie, German schooner, 330 (Moller)—H. A. Petersen & Co.  
Confucius, Siamese schooner, 258 (Simpson)—Captain.  
Doretta, Siamese brig, 300 (Martin)—Order.  
Ernst, German schooner, 356 (Hildebrand)—Fasdag & Co.  
Francis, German bark, 365 (Gontard)—Russell & Co.  
Frohlich, German brig, 360 (Moller)—Fasdag & Co.  
Helene, German bark, 250 (Kossov)—Boyd & Co.  
Hieronymus, German bark, 425 (Ipland)—H. A. Petersen & Co.  
Kvik, Norwegian bark, 416 (Larsen)—Fasdag & Co.  
Wagrien, German schooner, 179 (Dibben)—H. A. Petersen & Co.

## SHANGHAI.

In Port on 8th September, 1883.  
Brunette, British bark, 375 (Turnhill)—Morris & Co.  
Charon Wattana, Siamese bark, 565 (Ulrich)—Butterfield & Swire.  
Chihaya Maru, Japanese bark, 441 (Yamamoto)—M. B. Kaishia.  
Chinghai, Chinese bark, 472 (Taylor)—C. M. S. N. Co.  
Earl of Elgin, British bark, 979 (Morrison)—S. C. Farnham & Co.  
Englee, Siamese bark, (Gammor)—Master.  
Evangeline, British schooner, (Bell)—Morris & Co.  
Flodden, British bark (Smith)—Lavers & Co.  
Gonsaga, British bark, 565 (Hansen)—Nils Moller.  
Haga & Otto, Norwegian bark, 370 (Koed)—Lewis & Hopkins.  
Kulga, German bark, 540 (Lome Bang)—Russell & Co.  
Leander, British ship, 148 (Hamilton)—J. W. Muller.  
Lucky, Siamese bark, 424 (Seiqua)—Master.  
Mary L. Stone, American ship, 1,420 (Josselyn)—C. & J. Trading Co.  
M. Selchan, Danish bark, 447 (Gerstenberg)—Gipperich & Burchard.  
Obed, British bark, 877 (Baxter)—Turnbull, Howie & Co.  
Slam, Siamese bark, 225 (Thomson)—Butterfield & Swire.

## YOKOHAMA.

In Port on 1st September, 1883.  
Alma, American schooner, 52 (Tibbey)—J. D. Carroll & Co.  
Antelope, American ship, 1,250 (Peabody)—C. & J. Trading Co.  
Black Diamond, German bark, 670 (Boyd)—P. Bohm.  
E. von Beaulieu, German bark, 335 (Gitting)—Grosser & Co.  
Guam, British schooner, 394 (Mama)—Master.  
J. Graham,

second favorite at 4 to 1 in a field of twelve runners, he finished second, beaten a length, to Songless. At the Newmarket July he easily won the Exeter Stakes of £600, beating Brimmaris, Bonjour and four others. His next appearance was in the Thirtieth Triennial Produce Stakes at the Newmarket Second October, finishing third to Rookery and Adriaana, and as mentioned above he ran a good second to Macheath in the Middle Park Plate when in receipt of 3 lb. On the Cambridgehire day Highland Chief won a Post Sweepstakes of £400 from Fulmen, by a short head, starting with odds of 11 to 4 laid against Prince Bathany's colt, and his last essay as a two year old was in the Houghton Stakes where, kept in receipt of 6 lb., beat him by three-parts of a length with four others behind the pair. Highland Chief's three year old career is a short one. Starting favorite for the Two Thousand Guineas he was unplaced to Galliard, Galopin and The Prince; but in the Derby with 1 to 2 laid against him he turned the tables on Lord Fal-mouth's champion but in turn succumbed to St. Blaise by a neck. Carefully kept for the St. Leger the handsome son of the staying Hampton failed to earn a niche in the temple of fame as a winner of one of the classic races, and had to be contented with the barren honours of a place.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir.—I should like to know through the medium of your columns whether the Hongkong Volunteers will take any steps or call a meeting to protest against the sentence passed on the 15th inst. on Mr. Flanagan, the trumpeter of the corps?

## A VOLUNTEER.

Hongkong, 17th September, 1883.

## SHANGHAI.

The death is announced of Mr. Taylor at Chefoo. Mr. Taylor was connected with the Translation Department of the Kiangnan Arsenal, and went to Chefoo for his health, where he succumbed to dysentery.

The steamship *Wuchang* arrived here to-day from Tientsin, having left that port on the 7th instant at 2 p.m. She reports that another strong freshet had occurred in the Behn, and the banks of the river are covered in many places, and there is a large quantity of water on the plains.

H.B.M.'s *Vigilant*, despatch vessel, arrived here yesterday, the 16th inst. from Nagasaki, and is expected to leave, with Sir Harry Parkes on board, on Thursday evening for the North. When the *Vigilant* left the fleet, the vessels were at Posette Bay, near Vladivostok, and excepting that they were to head the latter port, no further movements were known.

We have received the confirmed minutes of the meeting of the Municipal Council, held last week, in which we find that the duties of nuisance inspector have become so great of late years that an assistant is urgently required. The duties at present imposed on Mr. Howes are too much for any one man, but it is necessary that the new office should be left to open competition. We further learn that, owing to the ineffective lighting by the electric light of some of the side streets, several roads are to be lighted with gas again. Is this not playing with the Gas Company?

A party of the mafios, who attended upon the ponies in training at the Horse Bazaar have struck for an increase of one dollar a month wages. They are paid now \$6 a month, as long as the ponies are in ordinary hack training; when they are in full training they get \$7 a month. Pretty good pay for ordinary Chinese labour, as they are, since the Horse Bazaar has several competent men to overlook them. There are two or three ringleaders, who incited them to strike. Magistrate Glen was applied to, and he told the strikers they must not make any disturbance. It is expected that they will soon turn to again, since their places can easily be supplied, and they cannot long get anything to live upon without working for China.

Reports from various parts of China show us that the death rate has been very great this season. Cholera at Swatow, Foochow and Peking has carried off great numbers. But little has been said about our own locality, however; yet we are led to believe that in our own midst there has been an unusual mortality among the native population. Our means of ascertaining is from the record of the depositories for the dead, commonly called *Hwai Kwan*. We have not been the rounds of these, but the official records of the Ningpo Depository shows that *three thousand* bodies have been brought there during the past two months. These are all from Ningpo people who reside here. Canton, Swatow, Shaoching and other places have similar depositories, in which their dead are placed. Then besides this floating population, the mortality among the Shanghai people must be allowed for, so that in all probability about 12,000 or 15,000 people have died here during the past two months. Thanks to the sanitary condition of our settlements the foreign community has not been greatly affected. For although there has been considerable illness the mortality has not been excessive.—*Mercury*.

## HANKOW.

(FROM A CORRESPONDENT.)

September 7th, 1883. We have had a week's intense heat; day and night varying but little in temperature. At noon yesterday the thermometer stood at 90 deg., and at 1 p.m. it registered 92 deg.; the weather clear and calm, and our great river as smooth as glass. A break came at 3 a.m. to-day, with a strong N.E. gale, the thermometer falling rapidly to 75 deg. The time and suddenness of the change necessitated an immediate demand for blankets, and for the nonce the punkahs in our mosquito houses fell into disuse. No doubt it was a welcome change to residents ashore, but those who would have been indicated it more if they have been better acquainted that the storm was approaching, but as it was it burst on them with surprise, and they were quite unprepared for such a visitation. One could hardly conceive the great difference that a few hours made in the weather. Great waves were on the river, which resembled the ocean; it was a rather fretful, was noticeable from the Bund, and this, combined with the high water, caused several native craft to break from their moorings, and they drifted down the river, quite unmanageable, some fouling the hulls of the China Merchants' Company, and afterwards those belonging to the China Navigation Company. The *Lancetfield*, belonging to the latter Company, and alongside of which the *Amer. Pilot* was moored, broke adrift, but was soon secured, not before, however, considerable damage was done to the bridges, pontoons and cargo boats. There was a great commotion for a short time, the position of the steamer *Pilot* not being at all a desirable one, but they were skillfully handled and moored at the Company's lower wharf shortly after 10 o'clock in the forenoon. It is estimated that over 11,000 worth of damage was done.—*Mercury*.

## NEWCHWANG.

(FROM A CORRESPONDENT.)

September 7th. At last the dull time has arrived in this our muddy but jolly little place, and the community with longing eyes is looking up to the Customs' signal flag staff for a steaming monster; but we had to linger about for ten days, until all heads could find more or less consolation, when two European mails per steamship *Chintung* arrived in port.

There is generally little news to report from this. One, who surely has many friends at all parts of China, was taken from us the other day: Mr. John Handy Wade, chief officer of the s.s. *Keelung* (a cousin to Sir Thomas Wade). He came to us from Shanghai to recruit his health, but the fresh Newchwang air did not prove sufficient this time, and Mr. Wade died on the morning of the 1st September. Numerous gentlemen of the community and shipping in harbour paid their last respects by attending his funeral, the coffin being conveyed from Messrs. Dush Brothers' premises to the Cemetery on a gun carriage.

As soon as the British Consul had been officially informed of the death of Mr. Wade, he sent his constable (who, I may mention here, was the only representative for the last six or seven weeks, during the Consul's absence out-country, for Great Britain, Germany, France, Denmark, Sweden and Norway, etc.) to seize the deceased's papers and property, and to convey the same to the Consulate. His wish not being complied with at once by the people—names immaterial—with whom the deceased had lived and to whom, no doubt, the whole proceeding was a great insult, he issued the following circular:—

## NOTIFICATION.

It is hereby notified that the estate of the late..... deceased..... including all papers, testamentary or otherwise, belonging thereto, will be taken charge of by the undersigned, and that no one, other than Her Majesty's Consul, has any right to interfere with or exercise control over such property until Probate is taken out or Administration granted.

Newchwang, September 1st, 1883.

(Sd.) HERBERT J. ALLEN,

H.B.M.'s Consul, Judge of Provincial Court.

In the afternoon the duly made out testament was presented to H.B.M.'s Consul; the testament stating that all property be left to a certain person, and that another one (of Newchwang), I don't give the names, be the sole-executor. The Consul, however, chose to ignore the testament and to carry out his orders to seize the deceased's property. Such action, I dare say, was of course sufficient to stir up the minds of thinking persons—the more so, as the Consul, after being further questioned, stated that he had an equal right to do the like with all British subjects; and, for instance, to the head of a firm should die, to ask all books, etc., made up to a certain date, to be brought to the Consulate! I believe this means the three significant words, "close up shop." Anyhow, I consider it a pity that we have to look for light to a person who seems to have such very peculiar views of the law.

Well, after a long and very sharp contestation, the Consul agreed that the affair might stand over till Monday, the 3rd instant. He at the same time promised that the above mentioned notification would not be circulated amongst the community; the same, however, did nevertheless circulate one hour later, whilst the deceased was being buried; the Consul himself reading the burial service! A warrant, in regard to the delivery of the property, which in the meantime had been issued, was taken back.

In this most pressing state of affairs suddenly—as if sent by heaven—Sir R. T. Rennie, Chief Justice of Shanghai, arrived by the steamship *Chintung*, to which gentleman, the executor of the testament, but as he was in his legal right as the executor, could take refuge; the result was that he was very soon reinstated in all his rights; and it is by this that the great blunder was prevented, which had given a beautiful star in the long string of Newchwang Consular mistakes!

I must ask you to allow me a short space in the columns of your valuable paper, at a consideration of great importance to bring the above mentioned affair before the public; for we cannot know what the future may bring us next, and you may perhaps suddenly learn one day by an outsider, that the whole Newchwang community has been hanged—by order of the Consul!—*Courier*.

## TWO GREAT SCOURGES.

An American contemporary points out that by an ill-omened coincidence the two great pestilences of the world, cholera and yellow fever, are exciting apprehension at one and the same time. It is not the first time this has occurred. In 1835, in the United States witnessed the worst cholera ever known, and by yellow fever, was also a cholera year in Europe. One of these pestilences belongs to the Eastern Hemisphere and the other to the Western. Cholera has its lair in the malarious districts of British India, and, however distant the countries it may visit in its periodic ravages, it can always be traced back to its Indian origin. To this statement perhaps there should be one exception, though it can be only tentative, as the facts have not been ascertained with scientific exactness. Last year an epidemic broke out in China, a State of Mexico bordering on Central America, which was described as cholera. There was no evidence of its Asiatic origin, and it was probably indigenous to the region in which it appeared. But it was not investigated by scientific dissection, claims to authority, and in the absence of definite proof it is more reasonable to suppose it did not constitute an exception to the rule, and that it was not identical with Asiatic cholera. With regard to the local origin of yellow fever there can scarcely be more doubt. Attempts have been made to show that it is of African origin, and was first brought to America within historical times; but the evidence is overwhelming that its native lair is in the West India Islands, where it was known to the natives before Columbus arrived. What should be a sufficient disproof of the theories of an African origin is that the natives of Africa and their descendants, alone amongst all the various races of men, are almost exempt from its deadly effects.

What, then, enhances the dread interest that attaches to the study of these two pestilences, is the fact that their nature and operations are so similar. However great the advances medical science has made in each department, it has yet done nothing to break the spell of mystery upon the cholera and the yellow fever. They are both pestilences which walk in darkness. It is only by a cursory look into the medical literature of the subject that one can understand how confused and contradictory are the theories of the best physicians concerning the nature, cause and propagation of these pestilences, and the possibility of their cure or prevention. On no point is there greater contention than the simple one whether or not they are contagious. According to some, the cholera can be conveyed like small pox, in clothing or any article which its victims have touched, whilst on the other hand, there is a formidable array of

evidence to prove that it is epidemic and not contagious. Cases are known where in a hospital filled with cholera patients, out of a hundred or more attendants, not one took the disorder. Again, when it appeared in some of its favorite haunts in India its outbreak has been so sudden that the idea of contagion seemed to be precluded. Scores of people would be attacked simultaneously and at distant points, forcibly suggesting the belief that the poison must float in the air rather than be communicated from hand to hand. It is much the same with yellow fever, which at times appears to be highly communicable and at other times not. Vessels have gone to Havana or other infected ports, lain in berths where they were surrounded by infected ships and gone away without a man of their crews contracting the fever. A ship's crew of fifteen persons arrived in New York, visited all parts of the city, and nine of them died of the fever; yet not another case occurred in the city. There are many similar examples, with respect to both cholera and yellow fever, so it may be seen that the isolated cases of the former, which have been reported from Berlin and London, may not be of importance and certainly do not prove that those capitals are about to be ravaged by the pestilence.

The theory which most nearly meets all the conditions connected with the cause of cholera and yellow fever is that of propagation by atmospheric germs, or bacteria. With some probability, the origin of cholera has been ascribed to a fungus growth on the grains of East Indian rice. But admitting that the spores or grains of both diseases are floating in the air, the phenomena of their spread are not much easier to understand. If the atmosphere can convey the infection, the most valued precaution of all quarantine is of doubtful value, because that is only a guard against the dangers of contagion, not against currents of death laden air. In Egypt the Government has attempted to prevent the spread of the cholera by drawing cordons around the infected towns; but this protection has never succeeded, and its failure in Egypt is already confessed. In Russia and Germany thousands of troops have been employed to bar the progress of cholera, but always ineffectually. It is a dark, terrible destroyer, whose progress man has not yet learned to stay, or only partially. It is not strange that in former ages such pestilences should have been regarded as visitations of the wrath of the Almighty and without other explanation. Something of superstitious still attaches to their mysterious path. An American writer well calls the cholera "a main branch of the Universal Sanitary Commission of Almighty God—armed with Herculean powers to turn a river of death through the Augean stables of the world's filth and lewdness and drunkenness and ignorance and waste; and in the name of the King of Terrors to compel from purple and fine linen and sumptuous fare a trembling recognition of their mortal brotherhood with nakedness and starvation and pitiful squalor."

## STEAMERS EXPECTED.

The Austro-Hungarian Lloyd's steamer *Pandora* left Singapore for this port on the afternoon of the 11th instant, and may be expected to arrive here on, or about, the 17th.

The steamer *Cardignaria* left Singapore on the 12th instant for this port, and is due here on the 18th.

## To-day's Advertisements.

THEATRE ROYAL, CITY HALL, HONGKONG.

FAREWELL PERFORMANCE TO MRS. BERNARD.

ON TUESDAY, THE 25TH SEPTEMBER, WILL BE PLAYED GOLDSMITH'S COMEDY, "SHE STOOPS TO CONQUER."

Tickets can be obtained at Messrs. LANE, CRAWFORD & Co.'s on THURSDAY, the 20th instant, at 9 A.M.

Stalls and Dress Circle.....\$2 Back Seats.....\$1 Hongkong, 17th September, 1883. [704]

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF PORTS, and the MEDITERRANEAN PORTS.)

THE Company's Steamship "PANDORA."

Captain C. Sturli, will be despatched as above on THURSDAY, the 27th instant, at NOON.

For further Particulars, apply to MELCHERS & Co., Agents, Hongkong, 17th September, 1883. [705]

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

STEAMSHIP "EUROPE," VALADIER, COMMANDER.

CONSIGNEES of Cargo by the above named vessel from London, Marseilles and intermediate Ports, are hereby informed that their Goods are being landed at their risk into Godown B of the Undersigned, Marine Lot No. 12, whence and/or from the wharves of boats delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 22nd instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents, Hongkong, 17th September, 1883. [655]

"WAI SAN YAT PO."

A DAILY CHINESE NEWSPAPER with a wide circulation in the Colony and at the Coast Ports. Subscription, FOUR DOLLARS per Annum. The above high-class native paper is an excellent medium for Advertisers at Strictly Moderate Charges. Guaranteed circulation of over 1,000 Copies. Communications to be addressed to the Proprietor, LUK KE SHUN, No. 9, Gough Street, Hongkong 17th September, 1883. [703]

## For Sale.

FOR SALE. EX STEAMSHIP "LAERTES." A CONSIGNMENT OF HOCKING'S PATENT FRESH WATER CONDENSERS.

THE BEST & CHEAPEST EVER MADE. Capable of Condensing Three Thousand Gallons per day.

Apply to G. FENWICK & Co., Victoria Foundry, Hongkong, 25th April, 1883. [328]

FOR SALE. BEST Quality of GOLDEN GATE and WESTERN MILLS FLOUR, lately from San Francisco.

PONGEE SILK of all kinds. Apply to FUNG TANG, OF HEE CHEONG CHING HONG, 42, Bonham Strand, Hongkong, 6th August, 1883. [624]

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAK & SONS' MERCHANT NAVY NAVY BOILED LONG FLAX CROWN ARNOLD, KARBURG & Co. Hongkong, 15th June, 1881. [469]

FOR SALE. G. H. MUMF & Co.'s CHAMPAGNE.

QUARTS.....\$22 per Case. PINS.....\$23 per Case. Apply to MELCHERS & Co. Hongkong, 2nd March, 1882. [8]

FOR SALE CHEAP. FIVE TO SIX HUNDRED TONS COKE.

IN LOTS FROM ONE TON UPWARDS. COAL TARI'N BARRELS. CHOY CHEW, 230, PRAYA WEST, Hongkong, 5th April, 1883. [262]

G. FALCONER & CO. WATCH AND CHRONOMETER MANUFACTURERS.

AND JEWELLERS. NAUTICAL INSTRUMENTS CHARTS AND BOOKS. No. 45, QUEEN'S ROAD CENTRAL. [471]

CHS. J. GAUPP & CO. CHRONOMETER WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

CHARTS AND BOOKS. NAUTICAL INSTRUMENTS. SOLE AGENTS for Louis Audemars' Watches; awarded the highest Prize at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPYGLASSES. No. 48, QUEEN'S ROAD CENTRAL. [478]

F. BLACKHEAD & CO., SHIPCHANDLERS, STORE-KEEPERS.

AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL.

AMERICAN ENGINEERS' AND HOUSEHOLD TOOLS.

FAIRBANKS AND HOWE'S SCALES, SALTER'S SPRING BALANCES.

FORCE PUMPS FOR SHIP'S USE. DRILLING MACHINES.

HITCHCOCK'S PATENT TABLE LAMPS, AND HANGING PENDANTS.

BOTTLE WASHING AND CORKING MACHINES.

SHIPS' SKYLIGHTS. POLISHED PLATE GLASS.

STEEL HAWSERS ON REEL STAND. CHARCOAL WATER FILTERS.

SPARKLING SCHARZHOFFER BEER. FLENSBURG STOCK-BEER.

MARIENTHALER BEER. IN QUANTS & PINTS.

THEOPHILE ROEDERER & Co.'s GLADIATEUR CHAMPAGNE.

CH. MOTTE & Co.'s CLARETS.

VALEVRAC MEDOC. ST. ESTEPE MEDOC.

MARGAUX MEDOC. PURE CONDENSED ALPINE MILK.

WESTRALIA HAMS. SMOKED BEEF IN TINS.

GERMAN VEGETABLES IN TINS. BEST GOUDA CHEESE IN TINS.

SALT MEAT SAUSAGES IN KIDS. SALT CURED BEEF IN KIDS.

KEROSENE STOVES. CROWN ICE CREAM FREEZERS.

Hongkong, 14th July, 1882. [10]

## Intimations.

A CARD. PRIVATE BOARD AND LODGING can be obtained for SINGLE GENTLEMAN OR MARRIED COUPLES AT No. 6, QUEEN'S ROAD EAST, Next Door to the Temperance Hall. Terms Moderate. Hongkong, 10th July, 1883. [552]

NOTICE. THE Undersigned have REMOVED from this date their Office to No. 24, Praya Central, 1st Floor, Corner of Pottiniger Street. REMEDIOS & Co. Hongkong, 1st September, 1883. [679]

NOTICE. HE CHUNG, SHIP'S PLUMBER, BLACK-SMITH, &c., has REMOVED from No. 35, Queen's Road East, to No. 6, Peel Street, close to No. 120, Queen's Road Central. Hongkong, 4th August, 1883. [620]

"CLARIDGE'S HOTEL," BROOK STREET, LONDON, W.

THE above is a Commodious and Suitable HOTEL for FAMILIES and GENTLEMEN going home from the Far East. It is under the direct able Management of Mr. and Mrs. GEORGE PRAGNELL who spare no pains in providing their visitors with every possible comfort. [502]

ROYAL YORK HOTEL, OLD STEYNE, BRIGHTON, ENGLAND.

THE above HOTEL is Centrally situated, with Suitable Rooms and ample accommodation for travellers, especially those coming from Eastern Climates. FAMILIES and GENTLEMEN will find every comfort they can wish for at the above establishment. [503]

A. HOADLY, Proprietor.

MR. MOORE begs to recommend his GOGO SHAMPOO WASH to the public as unrivalled by any preparation ever produced for promoting the growth to the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald, and it is quite common to see females with hair from 5 to 6 feet long. By constantly using this Shampoo Wash, as directed, you will NEVER BE BALD.

The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing their hair.

Mr. MOORE has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

FOR SALE ONLY BY MOORE & Co., VARIETY STORE, Queen's Road Central. Hongkong, 25th January, 1883. [589]

J. M. GUEDES. HOUSE AND LAND BROKER, AUCTIONEER AND COMMISSION AGENT.

No. 33, WELLINGTON STREET, HONGKONG. Hongkong, 23rd January, 1882. [5]

HONGKONG HOTEL.

HAIR DRESSING SALOON.

MR. MARMANDE begs to inform the Community of Hongkong, and Visitors, that the above Establishment is now in full working order.

He has engaged TWO FIRST-CLASS TONSORIAL ARTISTS from Paris, and his staff now consists of five competent workmen. He is prepared to execute Hair-dressing in all its branches, making wigs for theatrical purposes, or for ordinary wear, &c., &c.

HAIR CUTTING.....50 Cents. SHAMPOOING.....25 " SHAVING.....25 " TRIMMING BEARDS.....25 "

LADIES' HAIRDRESSING SALOON. MR. MARMANDE and his assistants are always at liberty to attend Ladies at his Saloon, specially set apart for Ladies, or at their own Residences at MODERATE CHARGES.

Mr. MARMANDE begs to offer to the public his Shampoo Wash made by Mons. Pinaud who has had many years experience and guarantees it to keep for any length of time in any climate.

Monthly Customers for Hair-cutting, Shaving, and Shampooing, taken at the following prices:—EVERY DAY.....\$4.00 Per Month. EVERY OTHER DAY.....\$3.00 " TWICE A WEEK.....\$2.00 "

Mr. MARMANDE will receive direct from Paris a large Consignment of Perfumery and other Toilet requisites which will be open for inspection, and he is prepared to supply the same at prices which will compare favorably with those of any other establishment.

The Saloon is cool and airy, being supplied with Punkahs, and the "Ice Shampoo" is the greatest luxury of the day.

The Saloon is open from 7 A.M. till 7 P.M. for the reception of those who feel the necessity of a Tonsorial operation.

RAZORS MOST CAREFULLY RESET. Hongkong, 12th June, 1883. [458]

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND. L. MALLORY, Proprietor. Hongkong, 24th June, 1883. [501]

D. K. GRIFFITH. MANUFACTURER OF THE LONDON AERATED WATERS.

7, BEACONFIELD ARCADE, (Opposite the City Hall)

Having Purchased the entire Machinery of the late Mr. E. CHASTLEY'S SODA WATER FACTORY, is now prepared to execute the largest orders for every description of Aerated Waters with promptness and despatch.

SUPERIOR QUALITY. GUARANTEED. Consumers are invited to try these carefully Manufactured Sparkling Waters.

THREE DOZEN FOR ONE DOLLAR. All Orders and Communications should be addressed to 7, BEACONFIELD ARCADE, Hongkong, 11th April, 1882. [279]

## Intimations.

THE CITY OF MANILA CIGAR STORE. HAS FOR SALE. CIGARS of all Brands, Imperiales, Coballeros, Viqueiros, Regalias, Londres, Nuevo Habanos of all makes, quality guaranteed. TOBACCOS of all Brands, at moderate prices. FANCY GOODS from the Parisian markets, Meerschaum Pipes, Jewellery of Chaste Designs. Sun Hats, &c., &c.; Commissions Executed.

JOSE M. BASA. No. 51, B., QUEEN'S ROAD, CENTRAL. Hongkong, 1st May, 1882. [343]

NOTICE. THE Undersigned begs to inform the Ladies and Gentlemen of the Foreign Community that he has resigned his Partnership in the "NAM-SING TAILOR SHOP" and has Purchased an Interest in the "SZE HING LOONG SHOP," No. 100, Queen's Road Central, carrying on the Business of TAILORS, OUTFITTERS, and GENERAL MERCHANTS. He hopes by strict attention to Business and Selling the Best Class of Goods at Moderate Prices to receive a share of the patronage so liberally bestowed on him in the past.

AH NAM, Late Partner in the "NAM-SING Tailor Shop." Hongkong, 16th April, 1883. [290]

NOTICE. THE Public are respectfully informed that the Undersigned has been trading at the mentioned premises for the past 38 years as TAILOR, DRAPER, and GENERAL OUTFITTER. He has no connection whatever with any other firm trading under a similar name or style, and takes this opportunity of informing his old customers that their orders will receive the same careful attention in the future that has been given to them in the past. By supplying the Best Materials and Workmanship at MODERATE PRICES, and by promptly attending to all orders entrusted to his charge, he hopes to be favored with the patronage of his old customers and the Public Generally.

N.B.—Note the address. NAM SING, No. 84, Queen's Road Central, Opposite the Central Market. Hongkong, 25th April, 1883. [325]

A H O Y. HOY LEE. MERCHANT TAILOR, HAT, & CAP MAKER.

HAS for Sale, every description of Gentlemen's Scarves, Collars, Socks, Hats, &c., &c.—Dealer in Chinese Silks of all kinds. Bamboo Blinds, Mattings of own Manufacture. China Teapots in bamboo covers, Rattan Chairs, Silk Coats a Specialty, a perfect fit and best material guaranteed.

No. 112, QUEEN'S ROAD CENTRAL. Hongkong, 16th May, 1882. [388]

T O K K E E. C O A L M E R C H A N T, No. 75, PRAYA CENTRAL.

KEEPS on hand for Sale all kinds of House and Steam Coal of the best quality, at moderate rates. The "CUM LOONG," "CUM CHOW," "CUM SHUEN," "CUM LEE," Steam Launches for Hire at \$3 for 1st hour, \$2 for 2nd and \$1 for 3rd hour, "CUM ON," and "CUM KAI," at \$3 for 1st hour,

## Intimations.

## A. S. WATSON &amp; CO.

FAMILY AND DISPENSING  
CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
DRUGGISTS, SUNDRYMEN,  
PERFUMERS,  
IMPORTERS AND EXPORTERS  
OF

MANILA CIGARS,  
WINE AND SPIRIT MERCHANTS,  
AND  
MANUFACTURERS  
OF

AERATED WATERS.

THE HONGKONG DISPENSARY,  
ESTABLISHED A.D. 1841.

THE SHANGHAI PHARMACY,  
24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA,  
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW.

## DEATH.

At Shanghai, on September 11th, EDWARD  
SHEPPARD, of Messrs. Russell & Co., Fochow.

## The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 17, 1883.

Some excitement was caused through the colony late on Saturday night by a report that Major-General SARGENT, C.B., had made complete arrangements for a company of "The Buffs," numbering one hundred men, and a detachment of twenty men from the Royal Artillery to be in readiness to proceed at once to Canton. It was at first surmised that the riot predicted as a sequel to the Feast of Lanterns had actually taken place and that the naval forces lying off Shamien had proved inadequate to put down the disturbance. Calm reflection soon banished this idea, and then it was stated that the troops were to accompany Chief Justice Sir R. T. RENNIE to Canton, to guard the British Consulate during the forthcoming trial of the Customs officer Logan. This seemed reasonable enough; however, the matter was of too serious a character to be lightly dealt with, and so we had it thoroughly investigated at headquarters.

The order issued by General SARGENT is something like the following:—

## ORDERS IN CASE THE MEN ARE REQUIRED.

I.—Letter A Company under Major Harrison and Lieutenants Daughish and Mitford, made up to 100 rank and file, with drummer, bugler and pioneer, will parade, when required, in marching order with white coats and cloth trousers, each man carrying his valise in his hand. Field kit to be packed in the valise. Two pairs of white trousers and serge coat to be carried in Company's squad bags.

II.—Each man will carry 20 rounds of ball ammunition—a reserve of 17 boxes (one box contains 60 rounds) will be handed over to the officer commanding the Company.

III.—One blanket per man to be packed up in bundles of 25; water proof sheets—and other articles as especially ordered.

The 100 men will be formed as follows:—50 men from A Company, One sergeant and 25 men from D Company. One sergeant and 25 men from E Company.

Two non-commissioned officers and twenty men of the Royal Artillery, under command of a Lieutenant, will also be in readiness with two 4 pounders.

It may be accepted as substantially correct that a company of "The Buffs" are under orders to proceed to Canton, but only, we believe, in the case of any emergency occurring. When the report of the riot on the Shamien reached here, General SARGENT immediately offered to send up sufficient troops to quell the disturbance, an offer which was not accepted. The General, so we are told, had no desire to complicate matters between foreigners and the Chinese by landing British troops in Canton, but having had considerable experience both of Chinese mobs and Chinese officials many years ago, and having reasons to believe that things had not changed greatly since he, as Lieutenant SARGENT, was sent to protect the factories from anti-foreign rioters, His Excellency understood the danger foreigners would be in at the mercy of a lawless and infuriated mob, and wished to afford his countrymen efficient protection. As we have stated this timely offer of assistance was not taken advantage of.

We are informed that the Secretary of the Chamber of Commerce wrote to General SARGENT requesting the loan of arms for the Shamien residents, a request which could hardly have been granted without giving offence to Her Majesty's Consul in Canton, who would doubtless have considered that his prerogatives were being infringed on had arms and munitions of war been distributed without his sanction, and so it was refused. The General, however, was willing to place the arms on

board one of the British gunboats, so that the Consul could get them if necessary; but the naval authorities declined the responsibility of taking them up the river.

So far as the troops of the garrison are concerned the position is simply that General SARGENT has the men ready to start at any moment. They would be conveyed to Canton by one of the gunboats lying at Kowloon, and would be placed on board the *Swift* and *Esper* to act as marines. It is stated that the General has no idea when these troops will go up the river—if at all—as they are waiting the orders of the Administrator. Now, we should be sorry to see any action taken by the authorities here likely to cause complications in Canton; but in view of the excited state of the vast populace of that immense city, and of the very strong feeling which exists amongst the Chinese of all classes with regard to the Customs officer Logan and the Portuguese watchman, it is open to question whether it would not be politic to send a sufficient body of men, as reinforcements to the foreign gunboats, to render any possible outbreak abortive. Too much reliance cannot be placed on the Chinese soldiers, and although we should be the last to wound the pride of our allies by any arbitrary and unnecessary proceedings, the situation is a grave one, and its manifest dangers should not be too lightly regarded.

## TELEGRAMS.

LONDON, September 14th.  
FRANCE AND CHINA.

French public opinion against war with China is increasing, and there are rumours of discussions in the Cabinet.

[FROM THE SAIGON "INDEPENDANT"]

PARIS, September 3rd.  
The Ministry have decided to send immediate reinforcements to Saigon.

September 5th.  
The transport *Shamrock* and two other vessels not yet named are to take to Tonquin reinforcements of two thousand men and munitions.

September 8th.  
A quarrel amongst the heirs of Chambord probable.

The Ministry will send African troops to Tonquin.

MADRID, September 9th.

(From *El Comercio*)  
His Majesty King Alfonso arrived at the Court of Vienna on the 10th instant and was received with marked friendship by the Emperor and the Arch-Dukes.

## LOCAL AND GENERAL.

ADVISED from Persia state that serious fears are felt in regard to the health of the Shah.

AT Tripoli twelve soldiers were killed by the explosion of a bomb while it was being moved.

OF the bishops of the Church of England three are over eighty and nine over seventy years of age.

H.M.S. *Vigilant*, Lieut. Commander Maxwell, which left Nagasaki on the 6th, arrived in Shanghai on the 10th inst.

A DISPATCH from Beckenried, Switzerland, says nearly all the cultivated land in that district is ruined by storms and landslides.

A REGULAR LODGE of Perseverance, No. 1165, will be held in Freemasons' Hall, Zeland Street, this evening, at 8.30 for 9 o'clock precisely.

HIS EXCELLENCY YUE, the Grain Taoist of Kiangsi, was a passenger for Shanghai by the steamship *Hagan* which left Tientsin on the 10th instant.

A REGULAR LODGE of Victoria, No. 1026, will be held in Freemasons' Hall, Zeland Street, on Saturday, the 22nd inst., at 8.30 for 9 p.m. precisely.

GOVERNOR BOWEN and Mr. F. Bulkeley Johnson were passengers for Chefoo in the steamship *Kowshing* which left Shanghai on the morning of the 12th inst.

A CALIFORNIA paper, having obtained a new subscriber, records the startling fact in a half-column article, headed "Still Another Our Course Endorsed by the People."

"When a fellow has reached a certain point in drink," said an old man, "I think he ought to stop." "Well, I think," said a wag, "he had better stop before he reaches a pint."

An absent-minded gentleman, on retiring at night, put his dog to bed, and kicked himself downstairs. He did not discover his mistake until he began to yelp and the dog tried to snore.

A "POCKET GUIDE" for instruction in the art of swimming has been published in New York. When you fall overboard, and don't know how to swim, all you have to do is to tread the water and read your guide.

"A LUNATIC CONTRIBUTOR'S" poem on the Victoria Ice Company is hardly up to our usual standard; besides it is clearly and distinctly libellous, and we really can't afford the time at present to defend another libel action.

"I AM quite sure," Lord Salisbury said recently, "that many workmen would be both perplexed and horrified if they were asked to go through the amount of work that is performed by Lord George Hamilton."

MESSRS. ADAMSON, BELL & Co., kindly forwarded us the following information:—The steamer *Europe* passed the steamship *Agnes* on Saturday last, at midday, going south, and the latter vessel requested to be reported all well on board.

THE disabled steamer *Honam* was towed over the abutment of the Cosmopolitan Dock yesterday forenoon by the steamer *Kinkiang*.

TONG ATIN, of no professional calling, was convicted of stealing a silk jacket, valued at \$4, and sentenced to a six months' spell of hard labor, at Mr. Hayward's hotel, by Mr. Woodhouse this morning.

SAVS the Shanghai *Mercury* of 12th inst.:—The French Minister, Mr. Tricou, will leave for Peking immediately. He will go as far as Taku in the *Volta*, and go to Peking at once, without making any stay at Tientsin.

FOR indulging too freely in fire water and showing disrespect to a worthy looking by laying his vulgar hands upon that official, Mr. Francis McNamara, described as an Irishman, and fireman on board the *Cambodia*, was ordered to part with the sum of \$5, by Captain Thomsett this morning. McNamara anted up the Mexicans.

To protect the body from mosquitoes during the night, take a sponge bath of salt and water, or vinegar and water, and do not dry the skin entirely. Better than this, inasmuch as it benefits the skin, is to wash in lemon water. The acid is distasteful to the mosquito, and he wanders off to sweeter fields. The bath is also cooling and of great benefit.

PATRICK MALONE, an unemployed Irish seaman, was this morning sentenced to three months' imprisonment with hard labor for being a rogue and vagabond with no fixed abode. It appears Malone, who has three cases against him in "Arthur's Record of Proceedings," was found by John Jenkins, P.C. No. 18, lying drunk in the street last night, and the worthy pedlar ran the bribe up to safe quarters. It is to be hoped that the quaver's spell of "hard graft" will obliterate the "soaking" habit from the drunken wretch.

THE following tables of human measurement are given in Hovelacque's "Les Races Humaines":

Height.	Weight.
Patagonians ..... 1.78m.	Roumanians ..... 1.65m.
Polynesians ..... 1.76m.	Magyars ..... 1.63m.
Iroquois ..... 1.73m.	Sicilians ..... 1.61m.
Guineans ..... 1.72m.	Fins ..... 1.61m.
Caffres ..... 1.71m.	Malays ..... 1.59m.
Scandinavians ..... 1.71m.	Laps ..... 1.53m.
Scots ..... 1.71m.	Papua ..... 1.53m.
Danes ..... 1.68m.	Veddans ..... 1.53m.
Arabs ..... 1.67m.	Bushmen ..... 1.40m.
New Caledon ..... 1.67m.	

5 feet 10 inches. 74 lbs 2 ounces.

A SINGULAR letter to the *Kölnische Zeitung*, from a source declared to be unusually trustworthy, states that the Jesuits are assuming their old ascendancy at the Vatican. The Powers, the writer says, must soon recognize that the real head of the Catholic Church is the General of the Jesuits and not the Pope, who purchased his election to the Pontificate by an agreement made with the Jesuits before the Conclave. Many late events at the Vatican, including the greatly increased importance of the Jesuit congregation since Leo's accession, and the establishment once more of a *tabula* of the staff of the famous Order, are made to confirm the allegation. Each Catholic Bishop of Prussia has been ordered to fill the deserted parishes in his diocese, as far as practicable, with those exiled priests who are now allowed to return under the understanding reached between the Government and the Vatican.

A CURIOUS wager once took place betwixt Sheridan and the Prince Regent (afterwards George IV.), as to the respective walking capabilities of turkeys and geese, when Sheridan expressed himself very incredulous of the assertion that turkeys would walk twice as far as geese in a given space of time. He affected to believe that geese could be driven as fast on the road as turkeys, and the thing appeared so very absurd, that the Prince instantly laid him a heavy wager that such was not the case. Sheridan, however, knowing the "early-to-bed" habits of turkeys, took good care to arrange a long distance to be traversed, and to fix the period of trial late in the afternoon. The consequence was that evening set in before the rival flocks had anything like arrived at their destination, and although the turkeys out-stripped the geese at first, as the shades of night fell they refused to be driven forward, and got flying up on the branches of the trees at the roadside. The geese, however, were driven steadily forward to the winning point, and the Prince Regent, as usual, lost his wager.

SAYS the *St. James Gazette*:—On more than one occasion during the last 100 years the barbaric hordes of the East have overflowed their boundaries and have swept westward, overwhelming the young civilization of Europe and obliterating nearly all the landmarks of Western art and progress; and at the present time it was may credit the *Pacific Commercial Review* of one of the *Calcutta* papers, there is in China a powerful and rapidly growing party that advocates the making of yet another gigantic excursion toward the land of the setting sun. The Celestial Empire is, no doubt, immensely overpopulated, and will probably be long seeking some outlet for her surplus citizens; but it is difficult to believe that she will attempt, except by peaceful means, to attain the desired result. The great unknown country has been quietest for so long that it is almost impossible for a European to contemplate that the sleeping myriads should ever again put forth their herculean strength. Yet if China were to awaken; if she were to look westward with covetous glance and once more to burst her bounds, in response to that mysterious impulse which in the East occasionally seizes upon a whole people, how could she be resisted? According to the last edition of the *Brookings* *der Erde*, she has a population of 434,000,000; and supposing that estimate for it is only an estimate—to be even approximately correct, China could put into the field more soldiers than there are souls in Germany; and if the *der Erde* could, with a host of fifty millions, trample all the civilization of Europe beneath her feet.—*St. James Gazette*.

SIR R. T. RENNIE, Her Majesty's Chief Justice of the Supreme Court of China and Japan, arrived at Shanghai from the north on the 12th inst. He was expected to leave for Hongkong by the French mail *en route* to Canton, where he will preside at the trial of the Customs officer Logan.

SAVS the Shanghai *Courier*:—A short time ago we mentioned that His Excellency Tso Tsung-tang had inaugurated a system under which the fishermen on the coast were to be drilled and made available for the Army and Navy. It is now reported that it is the intention of His Excellency to inspect the various drilling stations that have been formed, and with this object in view he will visit Tsung-ming, Chinsan and Woosung about the end of this month.

SAVS the *N. C. Daily News*:—It is, we believe, an open secret that the Consul-General for the United States has again considered it necessary to address the Department, through the Minister at Peking, on the subject of certain serious irregularities alleged to have been committed by Mr. Chester Holcombe, Secretary of Legation. This time it is for a violation of law in the purchase and shipment of dutiable merchandise, curios, etc., to the United States without Consular invoices. It seems that instead of the duly authenticated invoices which the United States law prescribes, the goods have been accompanied by a nondescript certificate made out before Mr. Holcombe himself, using the seal and title of the Legation in his illegal action and in fraud of the revenues of the public treasury. It is alleged that this disreputable business has been carried on for some time by Mr. Holcombe. There is good reason to believe that some very interesting reading may be looked for when all the facts of the business are brought to light.

THE Fochow correspondent of the Shanghai *Mercury* writes on the 8th inst.:—The health of Fochow is anything but good at present; the natives are dropping off from cholera by the hundreds in the city. We have had one fatal case among the Europeans, and three or four others have been attacked, but have pulled through. Four sailors of H.M.S. *Esper* died in the Hospital at Pagoda Anchorage some little time ago. Ever is also prevalent in the settlement. The night soil traffic has a great deal to do with the spreading of the above; the Chinese are permitted to carry *cowdust* buckets day and night through any of the streets; and along the Customs Road alone over one thousand buckets pass daily. Can this be healthy? The property on this Road is mostly, if not wholly, owned by Europeans. The only fatal cases of cholera to Europeans that the writer remembers have occurred in houses situated on this Road. This filthy nuisance is not allowed in Shanghai or any other out-port, and it is about time the Consuls attempted to stop it here, or to insist on the Mandarin ordering covers to the buckets. The Editor of the *Mercury* in a foot-note to the above states that the correspondent's statement as to the *cowdust* system in the out-ports is inaccurate so far as regards Shanghai.

WRITING on the recent strike of mafios at the Shanghai Horse Bazaar, the *Courier* of the 12th inst. observes:—About 250 mafios are employed at the Shanghai Horse Bazaar. Those attending to the ponies that are being trained for the forthcoming races did not put in an appearance this morning at the usual hour, and it was soon ascertained that they had "struck work" for more pay. For eighteen years past it has been the custom to pay this class of mafios \$6 per month, and they now want \$7, and took the high-handed step of ceasing work, thinking that their request would be at once complied with. They were grievously mistaken, however, and will soon learn that they have acted very foolishly. It was no doubt a disappointment to noble owners to be deprived of their morning's training, unless they took their ponies from the stables themselves, but they bore it in good part; and encouraged the proprietors of the Bazaar to be firm in their action towards the men and not yield to their wishes. Any concession to the mafios would be a bad precedent, and result in endless trouble; owners of ponies would be at their mercy, if they are allowed to dictate their own terms now. There is little fear of this, however, being the result of the strike this morning, for a few hours after it was made known that the Bazaar was in want of men more than a sufficient number presented themselves for employment, and others can be easily obtained. The race ponies were being exercised in the usual way this evening, much to the chagrin of the old mafios, who gazed on from the road.

We regret (and so will many of our readers) to hear from Newchwang of the death of Mr. J. Handy Wade, who was once well known in Hongkong, Canton and Macao in connection with the *Spencer* and *Hopps* of Canton. For several years Captain Wade was in command of the *Shen-chi*, and it was on the bridge of this vessel in Hongkong harbour that he received the *coup de soleil* which shattered his health to such an extent as to necessitate his resigning his appointment and trying the effects of a milder climate. Captain Wade accordingly left for Shanghai some three years ago, and after a long and severe illness, which reduced him to a perfect shadow of his former self, he was at last able to leave the hospital. He soon obtained a berth as chief officer of the steamship *Keelung*, and has since along the coast in that capacity for some considerable time past. A few weeks ago his health gave way and he went from Shanghai to Newchwang in the hope that the bracing climate of the last named port would enable him to recover his strength. It was not to be, however, and on September 1st, John Handy Wade went to his eternal rest. A better sailor, a more thorough gentleman, or a braver and more generous hearted man than Captain J. H. Wade never came to China. He had doubtless many faults, but he alone suffered from them. Captain Wade was cousin to Sir Thomas Wade, late Her Majesty's Minister to China, and prior to joining the *Hopps* of Canton held the rank of Lieutenant in the British navy.

MR. ROBERTSON's letter on the *Honam* "roughs," will appear to-morrow.

THE shop coolie who was charged before Captain Thomsett on the 4th instant with cutting and wounding Private John Caine, of the Royal Marines, was this morning sent to expiate his crime by doing three months' hard labor in the "Retreat."

ST. PAUL claims the smartest preacher in the United States. He is of the African persuasion and the other Sunday he preached two sermons and whitewashed a butcher's shop, for which he received \$5—that is, for the whitewashing. He is said to be as handy with one as the other.

A RUMOUR is current that China has declined the mediation of Great Britain on the Tonquin difficulties with France. It is stated that the Celestial Empire has given as a reason for this refusal, that she feels herself quite competent to settle her own affairs without foreign interference.

ON the way home after his duel with O'Connell, in a hackney coach, Lord Alvanley said, "What a clumsy fellow O'Connell must be to miss such a fat fellow as I am! He ought to practice at a haystack to get his hand in." When the carriage drove up to Alvanley's door he gave the coachman a sovereign. Jarvis was profuse in his thanks, and said, "It's a great deal for only having taken your lordship to Wimbledon." "No, my good man," said Alvanley, "I give it you not for taking me, but for bringing me back." Everybody knows the story of Gunter, the pastry cook. He was mounted on a runaway horse with the King's hounds, and excused himself for riding against Lord Alvanley by saying, "Oh, my Lord, I can't hold him, he's so hot!" "Ice him, Gunter—ice him!" was the consolatory rejoinder.

THERE is a good story current of how the late Dr. Boyd, Dean of Exeter, came by his post, and he is said to have told it himself. When the Queen was once in Scotland she was so much pleased with the Rev. A. K. H. Boyd, the well-known minister of St. Andrews, and "Country Parson" of *Fraser's Magazine*, that she wished him to have what is a sort of sinecure in the Scottish Kirk—a deanery of Holyrood—and wrote to Lord Derby to that effect. Soon after Exeter became vacant, and Lord Derby, not knowing any other eminent Boyd but the then incumbent of Paddington, offered him, in compliance with, as he thought, the Queen's wish, the headship of the Exeter Chapter. Nobody was more surprised than Mr. Boyd himself, but he of course promptly accepted the gift—and it was some time before the Prime Minister understood what he had done. Dr. Boyd thoroughly deserved the deanery, and performed its duties well.

CHUN AKING, a widow, was brought on remand before Captain Thomsett this morning, charged with stealing Li Au's daughter, aged 5 years. The complainant said that on the 22nd August she went to market, leaving her daughter in the house with the defendant who disappeared with the child that very night. A milkman living in the neighbourhood of the house gave evidence to seeing the defendant on the night of the 22nd August walking with the child in Queen's Road. The maid at the girl testified to having searched and found \$25.15 on the person of the defendant. Chun in her defence stated that the money was the proceeds of a house which she sold at her native place in Canton. A lukong gave evidence to the effect that the defendant's brother had left for Singapore the night the child was first missed. His Worship ordered the defendant to be imprisoned for six calendar months, with hard labour, and the money found on her to be placed to the credit of the government.

DEATH appears to have been very busy lately amongst old residents in China. The last who has gone the way of all flesh is Mr. E. Sheppard, of the firm of Messrs. Russell & Co. Fochow, who has been over a score of years in the Far East. Mr. Sheppard was well and favorably known in Hongkong, and as he was a most popular and one of the most kindly hearted men that ever breathed, he will be deeply regretted by a very large circle of friends. It appears that Mr. Sheppard was taken seriously ill on the voyage from Fochow to Shanghai in the steamship *Huashin*, and had to be carried ashore in a hammock on his arrival at the last named port. He was taken to the "Keelung" hong about noon and died at 1.45. The deceased gentleman was an enthusiastic sportsman, and one of the keenest racing men in China. He acted as Judge both at the Fochow and Hongkong Meetings, and for years filled the same position in Shanghai with infinite credit to all concerned. Mr. Sheppard's funeral was attended by nearly the whole of the leading Shanghai residents, the Shanghai Race Club and sporting element generally being strongly represented.

## THE ST. LEGER, 1883.

And Yorkshire once with eye of her  
The Southern reeling from the  
Ay! mark his side well  
For the third time since 1867, when the despised  
Callor, on starting at the last odds of 100 to 1,  
with Tom Chaloner in the saddle, bowled over  
the Derby winner *Kentledrum*, the great classic  
race of the north has fallen to a rank outsider.  
In 1870 Mr. T. V. Morgan's *Hayward*, after  
performing very indifferently during the spring  
and summer, came out for the St. Leger, and in  
a field of 19 runners was quite out of favor as to  
a 1. However, ridden most artistically by Jimmy  
Grimshaw, the slashing son of Lord Clifden had  
little difficulty in repeating the victory achieved  
by his sire seven years previously. Lord Falk-  
land's pair, the lucky Derby men *Kingsley*  
and *Whitaker* being second and third. Until last  
year when Archer and the marvellously improved  
Dutch Oven landed a 20 to 1 chance from the  
Oaks and Derby winners *Geheimnis* and *Shof-  
over*, the prominent favorites had pretty much  
their own way at Doncaster. And now this  
Grace of Hamilton brings off a tremendous crowd  
with the little thought of Osian.

For a goodly number of years the Duke of  
Hamilton has been a prominent figure in British

and French racing circles. His career has been  
essentially a sensational one. What still a boy  
the premier Scotch Duke was about the biggest,  
or he was certainly the coolest, gambler in  
Europe. His mother was the Princess Mary of  
Baden so it was only natural that the wild young  
student should make an early acquaintance with  
the gaming tables of that once fashionable Con-  
tinental resort. The ponchance of the youth-  
ful Duke when thousands were depending on the  
turn of a card, the equanimity with which he "got  
broke," or broke the bank, his wild escapades  
and reckless gambling, formed at one time  
themes for every idle tongue in the fashionable  
circles of all the European capitals. His Grace's  
debts, on the turf was not a financial success.  
In fact his luck was so bad—or his speculations  
so rash—that in a very few years he fell into  
huge difficulties and proved a handsome fortune  
to quite a crowd of money lending harpies. At  
least a dozen times the Duke of Hamilton was  
set down as a ruined man, and when he stood  
to lose £180,000 over Hermit for the Derby  
of 1867 and the good thing came off, it was  
for a time currently reported that the crash  
had at last come. And so it probably would  
had the big bet against Hermit been al-  
lowed to stand; but, fortunately for the Duke,  
a week or two before the race by the advice  
of mutual friends of the persons interested the  
foolish wager was cancelled. After his marriage  
with Lady Mary Montagu, the daughter of the  
Duke of Manchester, the Duke of Hamilton sold  
his stud, and for a time disappeared from the  
turf. He quickly returned to his old love, how-  
ever, and during recent years has raced on a  
princely scale and with a considerable amount  
of success. I have described the Duke's turf  
career as sensational, and the latest sensation  
he has created is the St. Leger victory of the  
outsider, Osian. Last year the victory of the  
5 year old runner Friday in the Goodwood  
Cup for which he was hit at 20 to 1 in a field of  
four runners, was a bit of a surprise to the  
"talent," but nothing to be compared to the ex-  
citement created when the giant Wild Tommy,  
a 100 to 1 chance, collared Potpourri inside the  
distance for the St. Leger of 1876 and only got  
beaten by a short head. The victory of Osian  
is, if I am not mistaken, the first success achieved  
by the Duke in any of the classic events. In  
1879 the Duke of Hamilton, ancestor of the  
present holder of the title, owned a colt named  
Laurel that came in first for the St. Leger, but  
on an objection being laid for jostling it was  
investigated and sustained, so that Laurel  
was disqualified and the race awarded to Lord  
Fitzwilliam's *Pewee* by Tandem.

The St. Leger, as every sportsman knows, is run  
on the town moor at Doncaster in Yorkshire.  
The race was first established in 1773, but did  
not receive its present designation until two years  
afterwards when it was named out of compliment  
to Colonel St. Leger, a well known sportsman  
brilliant of the last century. The distance run  
was originally two miles, but in 1826 the course  
was altered to its present dimensions. A brief  
summary of the careers, &c., of the winner and plac-  
ed horses for the contest decided on Wednesday last  
will be found interesting.

The St. Leger Stakes of 25 sovs. each for three  
years old colts, 8st. 10lb., fillies, 8st. 5lb., second  
to receive 20 sovs., and third 10 sovs. out of  
the stakes; Old St. Leger Course (about one mile  
six furlongs and 150 yards).—225 sovs.

The Duke of Hamilton's b.c. *Osian* by  
"Salvator"—Music. (J. Wallis)  
Mr. C. Perkins' b.c. *Chislehurst*, by *Beauclerc*.  
—Empress. (J. Snowden)  
Lord Ellesmere's b.c. *Highland Chief*, by  
Hampton.—Corrie. (F. Webb)

*Osian* is a bay colt by the French-bred *Sal-  
vator*—and was bred by his present owner,  
As a two year old he was described as an over-  
grown animal, and probably on that account was  
never properly trained. He appeared on a  
public occasion in public once, at Goodwood, where  
in the Molecomb Stakes of 1450, starting at  
20 to 1, he finished absolutely last to St. Blaise,  
Elzevir, Montroyd, and Bonny Jean, the two  
first named running a dead-heat, the latter  
Derby winner carrying a 7lb. penalty.

*Osian* did not run in either the Two Thousand  
Guineas or Epsom Derby, but after finishing third  
to Padlock and Goldfield in the Epsom  
Grand Prix he came out at Ascot with an en-  
hanced reputation and in receipt of 7lb. in the  
Ascot Derby ran second to Ladalas, beating St.  
Blaise. In the Sussex Stakes at Goodwood the  
Duke of Hamilton's colt scored his first victory,  
winning in a canter by four lengths from Stone-  
crop, Antelope, and four others, and during the  
same afternoon he was again victorious in the  
St. James's Palace Stakes. He then appeared in  
the Molecomb Stakes of 1450, starting at  
20 to 1, he finished absolutely last to St. Blaise,  
Elzevir, Montroyd, and Bonny Jean, the two  
first named running a dead-heat, the latter  
Derby winner carrying a 7lb. penalty.

## For Sale.

### SHOOTING SEASON 1883-1884.

**LANE, CRAWFORD & Co.**  
HAVE RECEIVED THEIR ASSORTMENT of  
**SPORTSMEN'S AMMUNITION AND SUNDRIES,**  
comprising—  
SPORTING GUNS, in newest styles, in Cases Fitted.  
ELEY'S NEW METAL LINED and other CARTRIDGE CASES.  
WHITE, GREY, and GREASE PROOF WADS.  
CYLINDRICAL WIRE CARTRIDGE CASES.  
CHILLED and ORDINARY SHOT.  
PIGOU and WILKS' "ALLIANCE" GUN-POWER.  
Re-capping, Loading, Ramming and Turnover MACHINES.  
CARTRIDGE BAGS and BELTS.  
GAME BAGS.  
SHOOTING BOOTS.  
POWDER and SHOT MEASURES and FLASKS.  
DOG WHISTLES and WHIPS.  
REVOLVERS, by best English and American Makers.  
TINNED PROVISIONS for SHOOTING TRIPS.

LANE, CRAWFORD & Co.  
Hongkong, 17th September, 1883. [340]

## Insurances.

### NOTICE.

#### THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)  
The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.  
**WOO LIN YUEN,**  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST.  
Hongkong, 1st February, 1883. [106]

#### YANGTZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....\$1,400,000.00  
PERMANENT RESERVE.....\$1,200,000.00  
SPECIAL RESERVE FUND.....\$1,168,335.56  
TOTAL CAPITAL and Accumulations, 31st March, 1883.....\$3,768,335.56

DIRECTORS,  
**F. D. HITCH,** Esq., Chairman.  
**C. LUCAS,** Esq., **Wm. MEYERINK,** Esq.,  
**A. J. M. INVERARY,** Esq., **G. H. WHEELER,** Esq.

HEAD OFFICE—SHANGHAI.  
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.  
Messrs. BARRING BROTHERS & Co., Bankers.

**RICHARD BLACKWELL,** Esq., Agent,  
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.

**RUSSELL & Co.,**  
Agents.  
Hongkong, 25th May, 1883. [83]

#### THE SOUTH-BRITISH-FIRE-AND-MARINE INSURANCE COMPANY, OF NEW ZEALAND.

CAPITAL.....\$1,000,000  
(ONE MILLION STERLING.)

UNLIMITED LIABILITY OF SHAREHOLDERS.

THE Undersigned, having been Appointed Agents for the above Company, are prepared to accept FIRE and MARINE RISKS at Current Rates, allowing usual discounts.

**RUSSELL & Co.,**  
Agents.  
Hongkong, 1st September, 1883. [674]

### GENERAL NOTICE.

#### THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000, EQUAL \$333,333.33.  
RESERVE FUND.....\$70,156.57.

BOARD OF DIRECTORS,  
**LEE SING,** Esq., **LEE YAT LAU,** Esq.,  
**LO YUOK MOON,** Esq., **CHU CHUK NUNG,** Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.  
Hongkong, 1st September, 1883. [670]

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

**ARNHOLD, KARBURG & Co.**  
Hongkong, 15th June, 1883.

#### RECORD OF AMERICAN and FOREIGN SHIPPING.

**ARNHOLD, KARBURG & Co.**  
Hongkong, 15th June, 1883. [470]

### INTIMATION.

**SIGNOR ANTONIO CATTANEO,** of the CONSERVATOIRE DE BERGAMO and late of the ROYAL ITALIAN OPERA COMPANY has the honor to inform the community that he has arranged to remain in Hongkong, and will give lessons in Music, Singing and the Pianoforte. CHARGES STRICTLY MODERATE.  
Address—Messrs. KELLY & WALSH, Queen's Road.  
Hongkong, 1st March, 1883. [168]

## Auctions.

### PUBLIC AUCTION.

**MR. J. M. GUEDES** has received instructions from the MORTGAGEE to Sell by Public Auction, on

### THURSDAY,

the 20th September, 1883, at 2.30 O'CLOCK P.M., on the Premises,  
**A VALUABLE LEASEHOLD PROPERTY**

Comprising—  
All that Piece or Parcel of GROUND situate at Victoria, in the Colony of Hongkong, abutting on the North side thereof on the Queen's Road, and measuring thereon 218 feet or thereabouts, on the South side thereof on Ground lately the Roman Catholic Cemetery and measuring thereon 218 feet or thereabouts, on the East side thereof on Ground in the possession of Government and measuring thereon 240 feet or thereabouts, and on the West side thereof on St. Francis Street, and measuring thereon 280 feet or thereabouts, and registered in the Land Office as Section A, and the Remaining Portion of INLAND LOT No. 109, (making together the whole of Inland Lot No. 109). Together with the HOUSES and erections thereon, held for the residue of a term of 75 years from the 26th June, 1843, and for the further term of 924 years subject to the Annual Crown Rent of £50. The Property will be offered for Sale in 8 Lots, subject to the existing tenancies and lettings thereof.  
For Further Particulars and Conditions of Sale, apply to  
**BRERETON, WOTTON, & DEACON,**  
Solicitors, Hongkong,  
or to  
**J. M. GUEDES,**  
Auctioneer, Hongkong.  
Hongkong, 8th September, 1883. [693]

## Intimations.

### THE VICTORIA ICE COMPANY, LIMITED

CAPITAL.....50,000 DOLLARS  
IN 1,000 SHARES OF \$50 EACH.

PAYMENTS—\$25 PER SHARE UPON ALLOTMENT OR WITHIN TEN DAYS THEREAFTER; BALANCE OF \$25 PER SHARE ON OR BEFORE THE 28TH FEBRUARY, 1884.

DIRECTORS,  
(TO BE NAMED BY THE SHAREHOLDERS AS SOON AS THE SHARES ARE TAKEN UP.)

BANKERS,  
THE HONGKONG & SHANGHAI BANKING CORPORATION.

SOLICITORS,  
MESSRS. SHARP, TOLLER & JOHNSON.

### ABRIDGED PROSPECTUS:

THIS COMPANY is formed for the MANUFACTURE of ICE in the Colony of Hongkong on the Binary Absorption System patented by the International Ice and Refrigerating Machine Company of New York.

This Patent System has been introduced into Japan and Shanghai with most satisfactory results. The consensus of opinion from various parts of the world unhesitatingly pronounce it the most perfect and economical method of manufacturing ice ever invented.

According to arrangements it is anticipated that the business of the Company will be in complete working order by next March, 1884.

An arrangement has been made with the HONGKONG & SHANGHAI BANKING CORPORATION that they shall hold the amount paid on the shares when allotted until the Board of Directors of the Company is appointed; the amount will then be placed to the credit of the Company.

Copies of the Prospectus, Articles of Association and forms of Application for shares may be obtained by intending subscribers from this date till the 20th September 1883 from the HONGKONG & SHANGHAI BANKING CORPORATION or the Secretary *pro temp.* of the Company, Mr. J. M. GUEDES, who has consented to act till a Board of Directors for the Company has been appointed by the Shareholders.

**J. M. GUEDES,**  
39, Wellington Street.  
Hongkong, 15th September, 1883. [702]

#### CHINA-FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1882.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premium for the year ended 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors,  
**JAS. B. COUGHTRIE,**  
Secretary.  
Hongkong, 1st September, 1883. [673]

### NOTICE.

IT frequently occurs that from damp or otherwise GOOD TEA is spoiled from the fact of its being musty, mouldy, unpalatable to foreigners' taste and unfit for their use. This refused Tea the Lady Superior of the Italian Convent now comes forward and begs the Ladies and Gentlemen to let her have for her numerous Chinese Pupils for whom tea is the sole luxury.

Hongkong, 11th September, 1883.

#### THE HONGKONG HOTEL COMPANY, LIMITED.

REGISTERED SHAREHOLDERS on the 30th June, 1883, entitled to SHARES of the New Issue are requested to pay the amount of DOLLARS FIFTY (\$50) to the HONGKONG AND SHANGHAI BANKING CORPORATION on or before the 30th September, 1883, when a receipt will be given to be afterwards exchanged for a Share Scrip on presentation at the Office of the Company. Calls unpaid at the above date will be charged interest at the rate of 7 per cent. per annum until further notice.

By Order,  
**LOUIS HAUSCHILD,**  
Secretary.  
Hongkong, 15th September, 1883. [666]

## Intimations.

### SAYLE & CO'S SHOW ROOMS.

WE ARE NOW SHOWING EX LATE ARRIVALS OUR FIRST DELIVERY

### "NEW AUTUMN FASHIONS"

DRESS MATERIALS, JACKETS, MANTLES, MILLINERY FLOWERS, FEATHERS, HATS, BONNETS, RIBBONS, LACES, &c., &c., DIRECT FROM THE BEST FRENCH AND ENGLISH MARKETS.

AN EARLY INSPECTION INVITED.

**SAYLE & CO.**

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 13th September, 1883. [249]

### "NOVELTY STORE,"

MARINE HOUSE, QUEEN'S ROAD.

### JUST OPENED.

THE FOLLOWING POPULAR MUSIC EX S.S. "LAERTES":—  
**LES SIRENES WALTZ, LIGHT OF LOVE WALTZ, AU PRINTEMPS WALTZ, GARDEN PARTY POLKA, BON-BON POLKA, GRELOTZ POLKA, VENITIENNE WALTZ, OFFICERS' WALTZ, HAPPY THOUGHTS WALTZ, MY QUEEN WALTZ, DOLORES WALTZ, SOUVIENS-TOI WALTZ, MESSENGER OF LOVE WALTZ, LA REINE DES PAPILLONS WALTZ, RUBY WALTZ, SCHUMANN'S, METZLER'S AND CHOPIN'S MUSICAL ALBUMS.**

Apply at the &c., &c., &c.

Hongkong, 11th September, 1883. [28]

### KELLY & WALSH

HAVE JUST RECEIVED.

**LITTLE BEAUTY CIGARETTES.**  
**VANITY FAIR CIGARETTES.**  
**NEW VANITY FAIR CIGARETTES.**  
**GENUINE HAVANA CIGARS**

THE FOLLOWING CHOICE BRANDS. VILLAR VILLAR, LA FLOR, LA FLOR DE

HENRY CLAY, BELINDA, ROSA DI SANTIAGO, LA ESPANOLA, FLOR

DE ALMA, FLOR DE MURIAS, LA DALIA, FLOR DE MAYO,

LA MATILDE H DE CABUNAS Y CARBAJAL,

INDUSTRIA Y COMERCIO,

ANDREW Y J. ROJAS, &c., &c., &c.

**KELLY & WALSH.**

Hongkong, 15th September, 1883. [660]

### W. BREWER.

HAS JUST RECEIVED.

**FOWLER'S PHRENOLOGICAL BUSTS AND HANDBOOKS.**  
**HYMNS ANCIENT AND MODERN.**  
**THE STARS AND HOW TO FIND THEM.**  
**HOLTHAM'S EIGHT YEARS IN JAPAN.**

A NEW ASSORTMENT OF BIBLES, PRAYER BOOKS AND DEVOTIONAL BOOKS.

NEW DESIGNS IN SQUEEZER PLAYING CARDS.

CHEAP BOXES OF FANCY STATIONERY IN SEVERAL NEW TINTS.

CHEAP ACCOUNT BOOKS, LETTER BOOKS, AND COMMERCIAL ENVELOPES.

TENNIS BATS, DOUBLE STRUNG.

COPYING PRESSES; FOOLSCAP AND LETTER SIZE.

CHIT BOOKS AND CHIT CASES and a quantity of NOVELTIES

**W. BREWER,**  
QUEEN'S ROAD.  
Hongkong, 6th September, 1883. [603]

**WILLIAM SCHMIDT & CO.**  
GUNMAKERS & AMMUNITION DEALERS,  
BRANCONVILLE ARCADE.  
Arms, Ammunitions, and Requisites of every description.  
Arms Repaired, Cleaned, or Converted at moderate charges.  
Sporting Guns and Ammunition always on hand.

**F. D. GUEDES.**

WINE MERCHANT AND GENERAL COMMISSION AGENT.

No. 5, D'AGUIAR STREET.

HAS always on hand a large assortment of CHOICE WINES of the best quality, at Moderate Prices.  
Hongkong, 2nd October, 1882. [663]

## Mails.

### U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.  
THROUGH TO NEW YORK, via OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

### THE U. S. Mail Steamship

"CITY OF TOKIO,"  
will be despatched for San Francisco, via Yokohama, with option of calling at Honolulu, on THURSDAY, the 27th instant, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 per cent. from Return Fare; if re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent. from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. on the 26th September. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50 A, Queen's Road Central.

**F. E. FOSTER,**  
Agent.  
Hongkong, 15th September, 1883. [1]

## Consignees.

### PACIFIC MAIL STEAMSHIP COMPANY. NOTICE.

CONSIGNEES of Cargo per Steamship "CITY OF TOKIO,"  
the above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

**F. E. FOSTER,**  
Agent.  
Hongkong, 14th September, 1883. [1]

### UNION LINE. NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, PENANG, AND SINGAPORE.

THE Steamship  
"CAMBODIA,"  
Captain Willgoose, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Shanghai unless notice to the contrary be given before NOON, TO-MORROW, the 13th inst.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd instant, or they will not be recognised.

**RUSSELL & Co.,**  
Agents.  
Hongkong, 12th September, 1883. [697]

## Notices of Firms.

NOTICE.  
FROM this date Messrs. RUSSELL & Co. will conduct our Business at this Port, and all Communications should be addressed to them. Messrs. RUSSELL & Co. will also act as Agents at this Port for our line of Steamers.

**GEO. R. STEVENS & Co.**  
Hongkong, 1st August, 1883. [606]

### THE POWER OF ATTORNEY, given by me to Messrs. TATA & Co., is cancelled.

**ARDESIR PESTONJEE SETNA.**  
14th September, 1883. [700]

## To be Let.

### TO LET.

THE PREMISES now occupied by us No. 11, Queen's Road Central.

For further Particulars, apply to Messrs. RUSSELL & Co.

**GEO. R. STEVENS & Co.**  
Hongkong, 1st August, 1883. [607]

### TO LET.

N. O. 6, QUEEN'S ROAD CENTRAL, lately occupied by PACIFIC MAIL STEAMSHIP COMPANY.

**"BISNEE VILLA"** Pokfulam, Furnished.

Apply to **DAVID SASSOON, SONS & Co.**

Hongkong, 31st August, 1883. [7]

### TO LET.

FURNISHED ROOMS in the Hollywood Road, WITH or WITHOUT BOARD.

Private Family.  
For Particulars, apply to **M. A. Office of this paper.**  
Hongkong, 7th July, 1883. [537]

## Shipping.

### STEAMERS.

**GEO. R. STEVENS & Co's LINE.**  
FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND and TASMANIAN PORTS, NEW CALEDONIA and FIJI.)

THE Steamship  
"SUEZ,"  
Captain Ainslie, will be despatched as above, TO-MORROW, the 18th instant, at DAYLIGHT.

For Freight or Passage, apply to **RUSSELL & Co.,**  
Agents.  
Hongkong, 15th September, 1883. [644]

**NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.**

**FRAISSINET & Co.**  
INDIA AND CHINA LINE.

FOR SHANGHAI.  
THE Steamship  
"EUROPE,"  
Valladier, Commander, will have quick despatch for the above Port.

For Freight or Passage, apply to **ADAMSON, BELL & Co.,**  
Agents.  
Hongkong, 11th September, 1883. [659]

FOR CALCUTTA.  
THE Steamship  
"CLAYMORE,"  
Captain Gulland, will be despatched on the 21st instant, at THREE P.M.

For Freight, apply to **TURNER & Co.,**  
Agents.  
Hongkong, 14th September, 1883. [688]

**NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.**

THE Steamship  
"EUROPE,"  
Valladier, Commander, will sail on FRIDAY, the 28th September, for MARSEILLES, via SAIGON, SINGAPORE, COLOMBO, ADELAIDE, and SUEZ; and with leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, by which through freight may be booked.

The Company has a Forwarding Agency at Paris, 9, Rue de Rougemont, giving special facilities to Shippers.

Each Steamer carries a Surgeon and Stewards.

The Line is noted for its Cuisine and Beer and Table Wines are included in the Passage Money.

RETURN TICKETS are now granted by the Steamers of this line available for 6 or 12 months to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to the date of re-embarkation there of the Holder of the Ticket.

Special rates are arranged for families.

For Freight or Passage, apply to **ADAMSON, BELL & Co.,**  
Agents.  
Hongkong, 17th September, 1883. [659]

FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA and FIJI.)

THE Eastern and Australian Steamship Company's Steamship  
"MENMUIR,"  
Captain W. Ellis, will be despatched as above on WEDNESDAY, the 26th September, at FOUR P.M.

Parcels (all of which must be sent to our Office) will be received up to 4 P.M. of TUESDAY, the 25th instant.

Contents and Value of the Packages must be declared.